following 1900 and, by 1907, three had received charters of incorporation. All drew their names from top Seaboard officials or major investors in the corporation. McBee, for example, was named for popular Seaboard superintendent Vardry E. "Bunch" McBee; Lugoff for the engineer who supervised construction of the Columbia-Cheraw line; and Middendorf for J. Williams Middendorf, a Baltimore banker and member of Seaboard's board of directors.[5]

Patrick, named for Seaboard Chief Industrial Agent John T. Patrick, was typical of these flagstop towns. The community developed around "a standard No. 3 combination depot building . . . and depot scales" that Seaboard placed at a site deep in the pinelands of Chesterfield County about ten miles southwest of Cheraw.[6] Like all of the nation's major rail systems, Seaboard had developed standardized designs for the dual-purpose freight and passenger stations it placed at countless rural locations along its lines. These prefabricated structures were shipped by rail to sites where they were set on crude foundations, skirted by hastily laid timber-plank platforms, and made operational virtually overnight. They were the seed of innumerable communities, as was the case for Patrick and the several other towns along the Columbia-Cheraw line.[7]

The depot was the cornerstone of each of these towns. The municipal charter of incorporation for Patrick was typical in declaring the Seaboard depot the "central point" from which the town's "corporation limits shall extend one-half mile in each

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[5]Vivian, "Railroad Development and Community Change in the New South," p. 195.

[6]*First Annual Report of the Seaboard Air Line Railway for the Year Ending June 30th, 1901* (Norfolk, Va.: Burke & Gregory, n.d.), p. 10.

[7]Vivian, "Railroad Development and Community Change in the New South," pp. 195-196. On standardized depot designs, see John R. Stilgoe, *Metropolitan Corridor: Railroads and the American Scene* (New Haven: Yale University Press, 1983), pp. 198-202.